

**Kentucky-Indiana Planning & Development Agency and River Hills Development District
and Regional Planning Organization IPOC Consultation Meeting**

10:00 AM, Tuesday, May 16th, 2006

KIPDA Offices, Louisville, Kentucky

Attendees: Frank Baukert, INDOT-Planning Steve Smith, INDOT-Planning
Jill Saegesser-River Hills Mary Lou Hauber-KIPDA
Harold Tull-KIPDA
Emmanuel Nsonwu-INDOT

- Steve Smith, the manager of the INDOT Long Range Planning Section, began with a brief introduction. He said that the purpose of the meeting was to get the input of our local planning partners on the projects that are candidates for the 2016 year of the INDOT 10 Year Construction Plan also known as Major Moves . INDOT also wanted input on the projects in the 2017-2020 portion of the INDOT Long Range Plan to ensure that when we meet again in one year, we will have the best set of candidates for 2017. INDOT also wanted assistance with scoring projects under Indiana Planning Oversight Committee (IPOC) process. Finally, we wanted to discuss changes to INDOT's corridor hierarchy system and the implementation of an access management policy.
- Frank Baukert went over a list of projects focusing on the ones located in the region. The list showed which projects were let, already in Major Moves, candidates for inclusion in 2016, or lay in the 2017-2030 timeframe. INDOT was considering making a change to its plan by no longer showing reconstruction or median construction projects in its plan. This was being done to avoid confusion. Those projects which would not be shown were also indicated on the list.
- SR-64 through Georgetown was discussed. There has been a lot of residential development on the farmland west of Georgetown. The area is becoming a bedroom community for the greater Louisville area. SR-64 is the major commuter route and Georgetown acts as a chokepoint. There are two projects in the INDOT Long Range Plan. The first begins at Marci Lane on the east side of Georgetown and continues to the start of the 4-lane section at Edwardsville-Galena Rd. The next project begins at Marci Lane and runs through Georgetown ending at the west edge of town. The Marci Lane-Edwardsville Rd segment is a 2016 IPOC candidate project. The segment within Georgetown is a 2017-2030 placeholder. The impact of the Lanesville-Crandall Rd project was discussed. This is a local federal aid project sponsored by Harrison County to build a new road connecting SR-64 and the Lanesville/I-64 interchange. This connection would be west of Georgetown. It was hoped that this would serve to divert traffic from SR-64 in Georgetown.
- Jill Saegesser had a question about the Metropolitan Planning Area for KIPDA. A small part of Harrison County had been included in the Louisville Urbanized Area, and she had been unable to identify its location. She was told that it was a small subdivision west of Georgetown along SR-64.
- A list of the 2016 IPOC candidate projects was distributed showing the preliminary scores for mobility and congestion relief. It was explained that these criteria represented a small part of a project's overall score. Economic Development and Customer Input were also contributed a significant number of points. The MPO and RPO were invited to provide documentation showing customer input and economic impact.
- There was discussion of a potential SR-56 bypass of Scottsburg. No one present had any detailed information about this project. SR-56 between Salem and Scottsburg was also identified as needing improvement. Future commercial development in the area was taking place west of I-65 along SR-56.
- Steve Smith discussed the changes to INDOT's Mobility Corridor System. Based upon the recommendations from the Central Indiana Suburban Transportation and Mobility Study

- (CISTMS), a proposed new corridor connecting I-74 & SR-46 near Greensburg with I-69 between Anderson and Muncie. This corridor would be located between SR-9 and SR-3. The CISTMS Study characterized this project as “a solution in search of a problem.” The recommendation was to remove the corridor from the system, designate SR-3 as a Statewide Mobility Corridor, and focus future efforts to improving this facility. In conjunction with this change, INDOT was adopting a new access management policy manual which attempted to link the mobility corridor system with access management. INDOT had hired a consultant to develop a draft policy. Copies of it were distributed and the local planning agencies were asked for their input.
- There was discussion of River Hills providing traffic count data collected under the INDOT Rural Planning Program to KIPDA to aid their modeling efforts.
- The change from MOUs to contracts for Air Quality agreements was discussed. The MPO was concerned about this change in policy and the delays that might occur due to additional time needed to process contracts.